GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA

UNSTARRED QUESTION NO:191
ANSWERED ON:24.02.2016
Conversion of Broad Gauge
Arunmozhithevan Shri A.;Hari Shri G.

Will the Minister of RAILWAYS be pleased to state:

(a) whether the railways have completed the work of broad gauge conversion in many sectors;

(b) if so, the details thereof and if not, the reasons therefor;

(c) whether the railways have fixed any timeframe to convert the metre gauge into broad gauge in the entire nation and if so, the details thereof;

(d) whether safety inspection has been carried out on the completed broad gauge conversion and if so, the details thereof; and

(e) whether conversion into broad gauge will help the railways to make maximum utilisation of railway engines, coaches and wagons and if so, the details thereof?

Answer

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS
(SHRI MANOJ SINHA)

(a) to (e): A Statement is laid on the Table of the House.

******

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF LOK SABHA UNSTARRED QUESTION NO. 191 BY SHRI G. HARI AND SHRI A. ARUNMOZHITHEVAN TO BE ANSWERED ON 24.02.2016 REGARDING CONVERSION OF BROAD GAUGE

(a) & (b): Conversion of Narrow Gauge (NG) lines, wherever feasible, and of Meter Gauge (MG) lines into Broad Gauge (BG) have been taken up by Indian Railways, as a part of Uni-gauge policy in phases, depending on overall availability of funds and relative priority of the route.

At the time of launching of this policy, Indian Railways had 23283 Km MG and 4066 Km NG lines, out of which 18376 Km MG and 1769 Km NG lines have been converted to BG lines till 31.03.2015.

(c): Completion of projects depends on many factors such as land acquisition, forestry & wild life clearances, shifting of services, construction of road over and road under bridges by road maintaining agencies etc. apart from availability of funds. As many of these factors are not within the control of Railways, no time limit has been fixed for conversion of all NG and MG lines into BG.

(d): Railway lines, including the newly converted ones, are opened to passenger traffic only after safety inspection by railway officers and authorization by Commissioner of Railway Safety.

(e): Most of the gauge conversion work will help in making available alternate routes except those which are having dead ends and are in the hills with heritage status.

******